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NEWS



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COUNTRY**

July 2 - August 31



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RAILROAD EXPERIENCE**

July 5 - August 30

THE MAGIC LANTERN SHOW

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AN AMISH COUNTRY LANDMARK

Travelers have been traversing Lancaster County along Route 30 for well over two centuries. And for over 70 years, a very special building has signaled their arrival in Amish Country. It has a legitimate claim on being the area's oldest visitor landmark. Most importantly, it's the "place that made shoo-fly pie famous." That iconic structure is the Dutch Haven windmill.

With a history dating back to the beginnings of tourism here, the building is rich in memories. From the time it started as a luncheonette in 1920 right up to the present, it has remained most famous for shoo-fly pie, served warm with whipped cream. The Dutch Haven shoo-fly pie has even been mentioned in a TIME magazine article.

Today, as soon as you walk in, you'll be offered a free sample of that same delicious, gooey pie. Some 40,000 pies are baked

annually, using the original (secret) recipe. Visitors are still encouraged to "Take one for yourself or send one to someone nice." You can buy and ship pies home at the store or at their "online shop," where you'll find other local crafts as well.

Yes, Dutch Haven is much more than pies, with over 10,000 unique gift items, foods, and collectibles. Some of the most popular are jams, jellies, and canned goods,

noodles, Amish pine furniture and cedar chests, hex signs, quilted spice mats, Amish straw hats, jewelry and gemstones, Dutch Delft tiles, Amish dolls, onyx and soapstone animals, trivets, metal stars, Tiffany lamps, Amish romance novels, framed prints, plenty of T-shirts and postcards, and a tremendous selection of Amish-made outdoor furniture. It's an eclectic mix, to say the least.

As you explore, you'll discover lots of other "surprises" around every corner. Expect the unexpected! And don't forget the Amish-style root beer in the barrel.

Remember, Dutch Haven is open 7 days a week, 9 a.m.-9 p.m. and. For more info about this Lancaster County landmark, call 717.687.0111. Look forward to your free sample when you walk in under the welcoming arms of the windmill...for this truly is the place that made shoo-fly pie famous. 





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The Magic Lantern Show Gears Up For a New Summer Season with Two Shows!

the Showman, leading the way, these exciting shows bring a long forgotten art-form to life and incorporates modern flourishes to create memorable entertainment.

"Phineas T. Firefly" our Showman, is portrayed by Mark Sullivan who is a veteran of the theater. A performer, writer, director and an improvisationalist, Mark brings over 3 decades of entertainment experience to the show. With his interactive and improvisation skills, no two shows are the same. He is guaranteed to leave you laughing as well as feeling like a part of the show. He has performed with the legendary SAK Theater, Second City, Busch Gardens and Disney as well as numerous comedy improv troupes. He has even taught improv to over 2,000 students.

Before there were movies, there was the Magic Lantern. In the 1800's the Victorian era was full of developments in every field. Theater, Music, Dance were just a few of the passions that were affected by this rapid improvement...and they all paled in comparison to the Magic Lantern. The

Lantern brought projected imagery to the masses. Coupled with music, narration and even animation, the Magic Lantern enjoyed massive popularity through the entire 19th century. And that continues to this day!

The Magic Lantern Shows at the Amish Experience bring this entertainment to life but with the ability to add modern technology which creates a new and incredible experience.

This year The Magic Lantern Show is proud to announce its summer season with not only the favorite Patriotic Show, "This Is My Country" but is also bringing the popular group show "The Underground Railroad Experience" to the public as well!

The Underground Railroad Experience

America's past comes to life before your eyes as you explore the origins of slavery and the perils the enslaved faced. See, hear and even meet some of those that rode the railroad seeking freedom. Called a "Tour of Force, emotional and powerful", this show that was only available for groups is now also being offered to the public. Every Friday Night at 7:00pm beginning July 5th and running until September 6th.

This Is My Country

A humorous and magnificent look at the birth of our country through the eyes of one family. From the landing of the Mayflower up until the Transcontinental Railroad, this wonderful show touches on many of the moments in our past that shaped this great land! You'll be moved as "fireworks" explode overhead and the cannon's roar. And your pride will swell with the memorable music that is such an integral part of our history. Shows at 7:00pm beginning July 2nd through July 4th and then every Saturday through August 31st.

The Past becomes the Present at The Magic Lantern Show! Easily Lancaster County's most unique show, The Magic Lantern Show is only at The Amish Experience Theater at 3121 Old Philadelphia Pike in Bird-In-Hand.

Show schedules, and advance and discounted tickets are available at www.magiclanterntheater.com. 

The Magic Lantern Show located at The Amish Experience on the grounds of Plain and Fancy Farm in Bird-In-Hand is proud to announce the upcoming season for its critically acclaimed shows.

Featuring an antique Magic Lantern and hand-painted glass slides from the 1800's, these popular shows continue to entertain folks of all ages. With "Phineas T. Firefly",



Lancaster County's Most Unique Show!

NOT JUST A SHOW  IT'S AN EXPERIENCE!



THIS IS MY COUNTRY

July 2-July 4
Then every Saturday
'Til August 31
Shows start 7 p.m.

Witness an amazing look at the birth of our country through the eyes of one family. From the Mayflower to the Transcontinental Railroad, experience many of the moments in our past that shaped this great land! Be moved as "fireworks" explode overhead and the cannon's roar. Let your patriotic pride swell with the magnificent music that is an integral part of our nation's history.

"SUCH A UNIQUE EXPERIENCE!"

-Joni J.

"BE PREPARED TO ENJOY EVERYTHING!"

-Sam G. TripAdvisor

THE MAGIC LANTERN SHOW

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THE UNDERGROUND RAILROAD EXPERIENCE

Friday Nights
July 5-August 30
Shows start 7 p.m.

Touch the past with this incredibly interactive show. A period in America's past comes to life as you explore the origins of slavery and the perils the enslaved faced. See, hear and even meet some of those that rode the railroad seeking freedom. Called a "A Tour de Force, Emotional and Powerful."



The Magic Lantern Show at the Amish Experience Theater

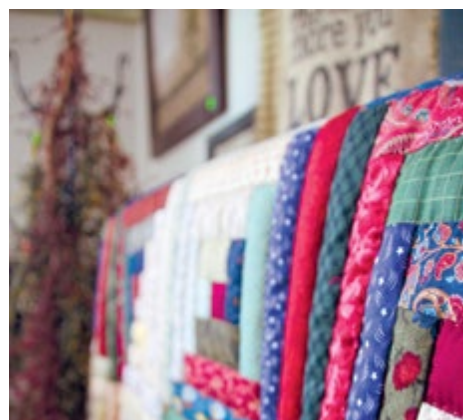
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VISIT WWW.MAGICLANTERNTHEATER.COM OR 717.768.8400 EXT. 210

An Amish Birthday by Brad Igou

An Amish friend once told me a delightful birthday story concerning a neighbor lady who was celebrating her 80th birthday. Plans were made to surprise Mattie following church. Mattie was one of the first to arrive for the church service which,

according to Amish tradition, is held in a neighbor's home. Mattie put her wraps in the laundry room, as was customary for Amish ladies. After she had entered the house, a box was brought out of the closet where it had been hidden. There were some decorations on



More people were lingering than would normally be the case, although Mattie didn't notice. Suddenly, a birthday cake with 80 candles was carried out. Mattie was surprised, and everyone sang "Happy Birthday" to her in English. Then came 80 gifts. She was told to open one a day.

That night, Mattie was expecting some visitors at her home, but at her neighbor's a much larger group of some 18 people were gathered in secret to surprise her yet again. Mattie was called next door, and discovered her birthday partying had not yet finished! Mattie had moved into this church district only a few years ago, and these parties were a good example of how Mattie had been warmly accepted by the congregation.

The following Friday, Mattie's neighbor had made plans to take her out visiting in the carriage that evening. Mattie was told they would be stopping to pick up another lady along the way. As the horse pulled up to the house, the friend came out to say she was not quite ready, and suggested they come into the house out of the winter cold. Inside, yet another birthday surprise was waiting.

The neighbor lady had invited some girls who were friends of hers but who lived 15 to 30 miles away (outside the church district) to come and surprise Mattie. They were all there waiting for her with a cake and an "8" and "o" shaped in candles. After cake, ice cream, and conversation, Mattie must surely have assumed that her party was over. But the girls had also brought gifts.

Mattie opened these presents, which were mainly useful things. Among other items, she received non-perishable food, fancy soaps in the shape of animals, and even a miniature orange crate filled with little magnetic oranges to put on the refrigerator door.

Later, Mattie herself noted how heart-warming this acceptance among such a group of happy people was to her. I don't know how long it took for Mattie to open all her gifts, but surely the love and friendship that they represented will stay with her for many more birthdays to come. 🐾

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the box, pictures of flowers and such. As the other members of the congregation arrived, they put in a small gift, and put their name in a folder as a remembrance.

After the service, the men were sitting and talking in one room, the women in another.

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Antiquing

in Amish Country

by Brad Igou



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that we have forgotten about. Who knows what may be there waiting for an appearance on "Antiques Roadshow?"

Did you know that the Adamstown area alone has over 3,000 antiques dealers, and is known as "Antiques Capital, U.S.A." The many locations stretch out along Route 272, just off Pennsylvania Turnpike Exit 286, such as **Shupp's Grove** with its themed weekends, in a beautiful location among a grove of trees.

Renninger's Antique Market, is another Adamstown original, known for being the first stop for dealers and buyers when shopping in Adamstown. Every Sunday before the birds get up activity is already starting at **Renninger's Antique Market**. Dealer after dealer arrive and begin to set up. You can feel the quiet frenzy of panic as buyers move around trying to view as much as possible. Suddenly you look at your watch and realize the indoor market is about to open...more fresh merchandise. You enter the indoor market with confidence that you have found the mother lode of Antiques and Collectibles.

And **Paradise** wouldn't live up to its name along Route 30 in Lancaster without some antique stores. Popular with visitors is the **Cackleberry Farm Antique Mall**, with

26,000 square feet of merchandise from over 125 dealers — an antique hunters Paradise indeed!

Most of the antique shops are open on Sundays, making this an excellent weekend activity, whether you stay overnight or just drive in for the day. As the folks at **Shupp's Grove** like to say, it's all about "the thrill of the hunt and the euphoria of the big find!" 

What makes Lancaster County such a great place to "go antiquing?" One obvious answer would be that this area has a rich history going back hundreds of years to the first settlers in the early 1700's. Many of us have stuff in our attics

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Part One of Four

Ah, the daily commute! I have experienced quite a few in different countries...

In Costa Rica, I was sometimes hanging from a rickety old bus going down dirt roads to get to the farmers I worked with in the Peace Corps.

As an English teacher in Japan, I rode not just the bus, but also the subway. At crowded times, polite attendants wearing white gloves would push bodies into the train cars so the doors could close.

But here in Lancaster, my commute is quite different. Like so many Americans, I drive. And while I do get into rush hour traffic

jams on busy Route 30, the last five miles are on Route 340, the Old Philadelphia Pike. It's been designated a "Scenic Cultural Byway" by the AAA.

One interesting fact about this route is that it follows what was called the King's Highway, built in 1733 and linking Philadelphia to Lancaster, a distance of over 60 miles. Travelers went by stagecoach, stopping at taverns along the way, while the famous Conestoga Wagons hauled goods and produce. Some of the towns, taverns, and stagecoach stops on this route had memorable names, such as Smoketown, Bird-in-Hand, Intercourse, and White Horse.

While you can still drive through the countryside about halfway to Philadelphia, my commute involves only about five miles from the exit onto Route 340 off Route 30. One of the first things I see heading east is the Witmer Inn, an old stop on the turnpike and a lovely 1725 stone building. It's on the National Register of Historic Places as the only remaining of the over 62 original inns along the "pike."

Arriving in Smoketown, on the left is a huge greenhouse, which I imagine produces flowers for urban markets. It used to be an Amish farm, and I remember visiting the old man who lived there to get him to autograph a book he wrote on Amish history. I was a lot younger then, and didn't think it odd to get a book autographed by an Amishman. Whatever he thought, he was gracious enough when I knocked unannounced on his door to get his "John Hancock," or in this case his "Zook."

The demise of an old brick house and wooden barn a couple years ago resulted in a big Sheetz gas and food complex at the intersection of Witmer Road. It's where I get fuel most of the time, and is also frequented by the Amish.

On the right is Smoketown Elementary School, a site famously associated with the Amish school controversy. As described in the book *THE AMISH* (2013) by Kraybill, Johnson-Weaver, and Nolt, nearby Amish families...

"...protested plans to replace ten one-room schools with a single consolidated school building. In November 1937, with the blessing of their bishops, the Delegation for Common Sense Schooling presented a 130-foot scroll-like petition with 3,000 signatures from Amish and non-Amish neighbors to state officials asking to be exempt from a new law that stretched the school year to nine months and raised the age when children could leave school with a work permit to fifteen."

This controversy caught media attention, including the New York Times, especially when some Amish fathers refused to send their children beyond the eighth grade. The issue came around again in the 1950's when some Amish men went to jail over the attendance laws. And, while Pennsylvania resolved the issue with the Amish, it wasn't settled nationwide until the 1972 Supreme Court ruling allowing Amish to operate their own private one-room schools, stopping formal education at the eighth grade.

Further up 340, I go by an Amish one-room school, and always look forward to seeing the children walking on the side of the



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road with their lunch boxes, in small groups, now often with bright yellow safety vests. So while Amish "scholars" walk to school, the Smoketown Elementary students ride the bus.

As for Smoketown's name, a State marker says it had something to do with three Native American Indian maidens who smoked cigars. But I find more likely the story that there were many smokehouses for the curing of meats in the area. Smoketown even has its own small airport, where you can see Amish Country from the air by plane or helicopter.

Just ahead on the right is my barbershop, which has been in operation since 1946, and likes to advertise that there are usually three barbers at any given time, so there is no wait. (Well, not always.) A lady barber there once told me the story of how she cut the hair of an Amish boy whom she later went on to marry! Conversation with the barber trimming your hair can be interesting, and it's one activity you can't do over the internet.



Next on my left is Smoketown Veterinary Hospital. My dog used to love barking at every horse and buggy that went by as we made the trip there, but when we turned in the lane, she recognized the location with horror and was plotting a means of escape. So it was time to roll up the car windows! It was here, too, where I sadly had to bid her farewell.

Along the way I go by a place selling quilts, a bed and breakfast, and an old mill turned art gallery. The mill was actually in operation until a few years ago, and I am glad it was not torn down, but restored and given new life. It was built in 1770 by James Gibbons, and the date stone in the wall has the word "built" misspelled. Note to self... people who chisel dates and words into stone should know how to spell. The next town along the way is the village of Bird-in-Hand, which will be the subject of Part Two of this series in the August issue. 🐾

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Welcome to the Village of **BIRD-IN-HAND**



Plain & Fancy's Famous Fried Chicken is available alongside smoked meats at the new Smokehouse BBQ and Brews. See page 15.

Of the many unique village names that dot the Amish Country map, one of the more interesting is Bird-in-Hand.

The story of the town of Bird-in-Hand is as colorful as the name itself. To be correct, the town is really a village, since it has no governing body. When Bird-in-Hand celebrated its 250th Anniversary (1734 – 1984), a commemorative booklet was put together. It outlined a brief history of the town...

The area's first inhabitants were, of course, the Native Peoples of Pennsylvania, in this case the Shawnees and the Conestogas. Indeed,

local farmers have unearthed tomahawks and arrowheads.

William Penn, an English Quaker, had founded the colony of Penn's Woods (Pennsylvania), and settlers began arriving from Europe in the early 1700's, moving westward from the port city of Philadelphia. English Quakers and Swiss Mennonites were the early settlers, but over the years, the Germans "made the greatest lasting impact." James Smith was the first of the Quakers known to have settled in the area, arriving by the year 1715. The Quakers built a

meetinghouse and two-story academy, which stands today, next to the fire company.

A friendly relationship existed between the Indigenous people and the early settlers. The Native People taught them how to deaden trees, use deerskin, prepare corn as food, and use medicinal herbs. But as the white settlement grew, there was less hunting available, and many Natives became peddlers or beggars.

"When the Old Philadelphia Pike became a well-established route of transportation for those traveling west to the Alleghenies, Lancaster became known as the gateway to the west." The trip by stagecoach for passengers, or Conestoga wagon with freight and merchandise, lasted several days. Inns were built every few miles, identified with signs held by an iron pole or attached to the side of the building.

The reason for these signs was twofold. First, they could be understood by all nationalities. Most travelers were either

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English or German-speaking people, but other languages were not uncommon. Secondly, many teamsters or wagoners were poorly educated and could not read. If they were given orders to stop at a certain inn, they could do so by recognizing the artwork on the signboard. Some of the signs hanging along the Old Philadelphia Pike other than Bird-in-Hand were The Ship, The Wagon, The Plough, The Buck, White Horse, Black horse, The Hat and others.

The old legend of the naming of Bird-in-Hand concerns the time when the Old Philadelphia Pike was being laid out between Lancaster and Philadelphia. By 1734, road surveyors were making McNabb's hotel, built by pioneer landowners William and Dorothy McNabb, their headquarters rather than returning to Lancaster every day for lodging.

Legend says that two road surveyors were discussing whether they should stay at their present location or go to the town of Lancaster to spend the night. One of them said, "A bird in the hand is worth two in the bush," and so they remained. The sign in front of the inn is known to have once "portrayed a man with a bird in his hand and a bush nearby, in which two birds were perched," and soon was known as the Bird-in-Hand Inn.

"The last hand-painted sign featuring the bird in hand was done by Benjamin Elmer Leaman and his artwork merely portrayed a bird in a hand." Variations of this sign appear throughout the town today. Some residents might say that the bird nestled in the human hand indicates friendship, comfort, and hospitality.

The original hotel was destroyed by fire about 1851. By the following year, a three-story hotel was built to replace it by Benjamin Groff. It was auctioned off for \$8,457 in 1853, and over the years has had several owners. In the early 1900's, there were foxhunts from the hotel, as well as horse and cow sales.

Of course, with all the wagon traffic on the pike, milestones were placed along the road to help travelers with distances. One of them still can be seen just west of the village toward Smoketown. Since Bird-in-Hand is 60 miles from Philadelphia and about 6 miles from Lancaster, the stone marker reads "60 to P, 6 to L." This was chiseled deep into the stone, supposedly so that those traveling at night could feel the lettering and know their location, even without a light.

The year 1834 marked the beginning of construction of the 86-mile Pennsylvania Railroad line between Philadelphia and Columbia. Bird-in-Hand, with its tanneries,



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Continued on Page 23

EXPERIENCE

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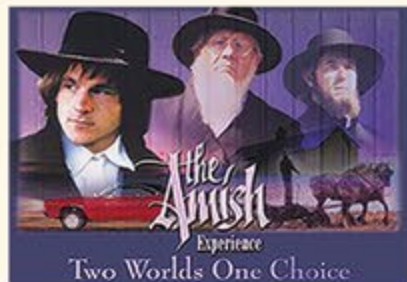
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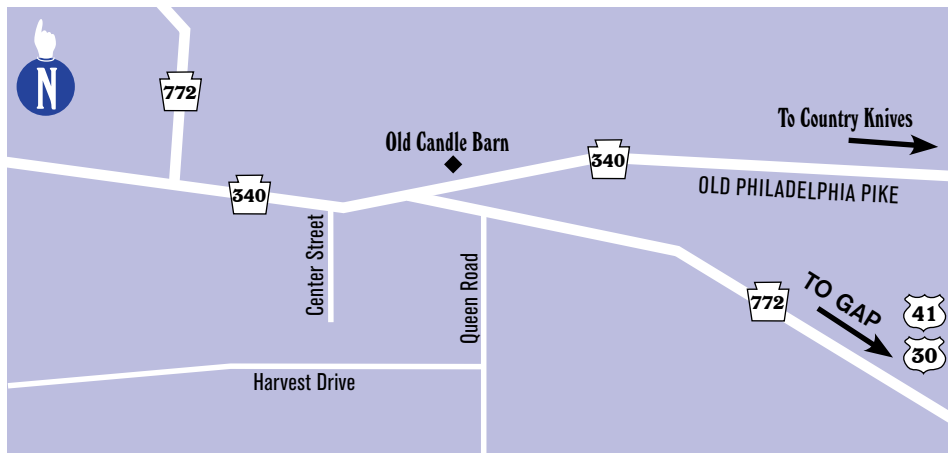
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Probably no other town in Amish Country can claim its fame is owed largely to one simple thing --- its name. For years people have come to this town to send letters home with the name stamped boldly on the envelope... Intercourse, PA. Some visitors even ask where the university is located in town (there is none) because they see so many T-shirts emblazoned with "Intercourse University." Local businesses have received phone calls from people chastising them for using "that word" in their marketing. (They didn't believe there was a town with that name.)

Perhaps it says more about us these days, that we can find so much to get worked up about in one word. Those of us who live here simply take all the fuss in stride. After all, we live in a county that has other interesting town names, including Bird-in-Hand, Blue Ball, and Paradise. There are several explanations

on how the town got its name, and they are woven into the brief history that follows.

In the beginning, of course, there was very little here, just settlers arriving in the New World from Europe. Back around 1730, the Old Provincial Highway (or Old Philadelphia Pike, Route 340) was laid out. It was to connect Philadelphia with the inland town of Lancaster and to serve as the main transportation route west for settlers. Conestoga wagons, pulled by six to eight horses, hauled supplies and freight back and forth between the two towns. Taverns sprouted along the way, providing rest for travelers and horses. As is the case with turnpike exits today, towns and businesses often grow up around such "stops." In the old days, the taverns were centers for news, gossip, and business transactions.

That is how the town got started when the first building, a log tavern, was constructed in 1754. The Newport Road, a former Indian



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trail, came from Newport, Delaware to the south and went to Mount Hope, near the Cornwall ore mines. It is believed that because this north-south road intersected here with the east-west highway, the tavern took "Cross Keys" as its name. That was true at least until 1814, when it was named Intercourse in a real estate scheme to establish a more sizable town. George Brungard had acquired 48 acres of land north of the roads in 1813. He attempted to lay out a town site and divide it into sections for sale by a lottery, advertising "151 handsome building lots of \$250 each to be drawn for by number."

As to why Brungard chose the name Intercourse, if he did, perhaps an explanation is in the wording of the newspaper advertisement, which noted "the great importance of so many turnpikes and great leading roads intersecting at and near this place." As one writer has noted, "in the written annals of early days, 'intercourse' had a common usage referring to the pleasant mutual fellowship and frequent intermingling which was so much more common in the informal atmosphere of the quiet country village of that day."

And this brings us to yet another theory on the town's name. From the east end of town, on a mile long straightaway, horse races were conducted. Since the races began at that end of town, this was the "Enter Course," and this name eventually became Intercourse. Indeed, a postal historian, Arthur B. Gregg claims that the town's name was actually changed from "Entercourse" to "Intercourse," and notes that "there was no hesitancy on the part of the United States Post office Department to accept the name 'Intercourse' since it meant a commercial or trading site."

But back to our story and Brungard's scheme. Although lotteries had been used for many years to sell various things, his real estate lottery failed, and most of the land was combined into one tract. More recently, in 1971, another person tried to take advantage of the town's name and sell one-inch square plots of property to visitors. This plan proved to be a flop as well.

In the old days, there were only five houses, counting the inn, and the town grew slowly. Another tavern, the Travelers Rest Inn, was built in 1827, on land that was part of the original William Penn land grant. (One story associated with this inn is that when the building was purchased in the 1930's, Amish church leaders requested the deed state alcoholic beverages would never be served there again due to problems that had arisen in the past.)

Two other taverns were just outside of town, the Hat Tavern to the east and the Duke of Wellington to the west. A store was built



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in 1833, and more houses were constructed on the north and south sides of the road. In 1857, a brick schoolhouse was built at a cost of \$699. The Intercourse School, a one-room school built in 1882, is today the area library, but over the years was used for public meetings, spelling bees, and even for Mennonite Sunday School classes.

Getting the aforementioned post office up and running was another matter. The main problem was finding a building and someone willing to perform the duties of a postmaster. The first postmaster, Benjamin Fraim, performed his duties from the Cross Keys Tavern, and may have had a job working there, since "his income, based on a percentage of the postal transactions for the

year ending 1829 was only \$8.21." And so it was that over the years, the post office moved to stores or restaurants whose owners hoped visits by local residents would increase their business as well. (After a great deal of work on the part of many citizens, Intercourse was designated a first class post office in 1990.)

By 1880, Intercourse had 54 homes and a population of 280, and transportation continued to play an important part in town history. The local stagecoach service apparently started around 1898. It was "a single horse conveyance similar to a market wagon, with a roll-up curtain and double set of seats." The stagecoach brought items from Lancaster City for local Intercourse businesses, and even

Continued on Page 19



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What Does It Mean to be Amish?

By Brad Igou

One night I was visiting an Amish friend. We were talking about the different impressions people have about the Amish--who they are and how they live. Popular books written by people who are not Amish attempt to portray the Amish way of life, and to also explain the meaning behind Amish beliefs and practices. And so I asked the elderly gentleman whom I knew very well to answer a not so simple question --- "What does it mean to be Amish?"

He reacted, as any of us might, when asked unexpectedly to summarize our lifestyle or beliefs in a few words, without much time to think about it. My friend sighed, pondered, started to speak, and soon stopped. I finally said to simply say the first word that popped into his head. The first thought that came to him was "security."

As we explored this word, it was apparent that it was not meant in the sense of safety. He described it as close-knit brotherhood and support. This is manifested in many ways, from the older people being cared for and valued by the younger, to the frequent visiting of others, to the family's eating meals together daily, not to mention church services in homes and perhaps the most visible example of community sharing--the barn-raising.

Now that he had gotten started, several more ideas came to mind. He spoke of the slower pace of life, and a more relaxed way of living. He noted that one's attitude toward work is important. Although the Amish may work harder physically than other people, they still have a slower pace of life. But, he noted that since today's farmland is becoming more expensive and scarce due to commercial development, fewer Amish are able to pursue farming as their livelihood. He wondered out loud how the development of shops and small businesses will affect Amish culture. These non-agricultural "micro-enterprises" are now studied as economic "models," to be emulated by non-Amish in other rural areas. But some Amish wonder if such home businesses will succeed among the non-Amish if the family and work ethic are not there to start with.

My friend had obviously considered what the impact of fewer farmers and more "Amish businessmen" might be, especially if Amish become "too well off." Could it be that wealth is actually the biggest threat to the future of the Amish way of life? In fact, when I directly posed the question as to what the biggest challenge facing the Amish today was, he said without any hesitation, "prosperity," although

many Amish I know today might point to the cell phone, that device that gives you "the world in your pocket."

He further explained that another part of what it means to be Amish is the importance of heritage and faith. He included the history of the 16th century martyrs and others, many of whom were tortured or killed because of their religious convictions. My friend's statement that "I think I have the right faith," certainly did not mean that other faiths were not "right." It was more an expression of his own inner peace, assurance, and belief in the Amish way.

Our talk eventually turned to lifestyle, and the plain way of dress. He noted Amish clothing was more standardized and economical. "I don't need to give much thought on what I'm going to wear each morning. Some people say that if the heart is right, it doesn't matter how you dress. But if the heart is right, shouldn't you dress accordingly?" And this raised the question of more simple home furnishings... no television, radio, etc. It became clear to me that it was not so much electricity that was the problem, but rather what it invariably must bring with it.

That brought to mind something I remembered that another Amishman used to ask visitors... "What's the most important piece of furniture in your home?" I'd encourage you to think of your answer, but broaden it a bit to furniture, appliances, etc. I'd initially be torn between the microwave and the laptop, but the laptop would win out. Most of us cannot imagine life without our "devices." But the Amish don't possess such "necessities," so his answer was "the kitchen table." Of course, he was not thinking of its practical use, but the fact that the kitchen table is where the family gathers to eat, and even work and play. I came to understand that the kitchen really is the center of the Amish home, and clearly speaks volumes about being Amish.

As we neared the end of our conversation, he related to me a story he had read in the Amish monthly magazine FAMILY LIFE. An Amishman was speaking before a group and was asked to explain what it meant to be Amish. To answer this question, the Amishman asked this group of non-Amish how many of them owned a TV. All the hands went up. He then asked, "How many people think it might be better not to have a TV?" All the hands went up.

Finally he asked the group, "When you get home today, how many of you will get rid of your TV?" No hands went up. "That's what it means to be Amish!" The group had its answer, and so did I. 

Deadline: **December 31, 2019**



Calling All Photographers!

2019 Amish Country News Photo Contest

Amish Country...one of the most photographed areas in the world. With so much beauty and variety around us, it's no wonder! Think you've got a great photo? Send it to us!

The winner receives free tour and attraction tickets. In addition, you will see your photo in the pages of Amish Country News! Other prizes will also go to the first, second, and third runners-up be judged on quality, color, subject matter, etc.

All submitted photos become property of Amish Country News and the Amish Experience. Photos may also be used in upcoming issues, other publications, and/or for other promotions. Keep in mind that these photos are for publication, cannot be returned, and should depict a scene, aspect, event, or activity typical to Lancaster or the Pennsylvania Dutch Country region.

We accept photos via email, and request no more than 10 photos by the same person be submitted, Each photo filename should contain your name (josmith_amishphoto.jpg.) Please Include your name, title of all photos, address, and phone number. Any details on the location, date, or subject matter of the photograph should also be included.

Send 8x10 photos in high resolution--300 dpi .jpg format to: clinton@amishexperience.com

Please put "2019 Photo Contest" in the subject line.

picked up milk, butter, and eggs for delivery to Lancaster restaurants and industries, including an ice cream plant. One history of Intercoarse notes that when it snowed, a bobsled was used instead. "When the driver knew of passengers beforehand, their comfort was added to by many a hot brick heated the night before in the oven, and wrapped in newspaper to preserve its warmth."

By 1910, the road through town improved with a stone bottom until it was paved by 1920. As the days of the dirt road drew to a close, so too did the stagecoach days with the Rowe Motor Truck service started by Coleman Diller in 1910. In 1923 the Penn Highway Transit Company was organized and initiated bus service to Lancaster. It is noted that "many of the Amish residents of the area were anxious to see the line started, but did not care to subscribe to stock. Instead they liberally bought books of tickets which were really prepaid bus fares." By 1924 enough money was raised to buy a Mack Auto Bus for \$6,800. It held 25 passengers and even had solid rubber tires! The business was soon purchased by John Burkey, and a bus with pneumatic tires was purchased. He named it "Miss Lancaster," notwithstanding objections from the Lancaster Chamber of Commerce.

There have always been a lot of businesses in the town in relation to its size. The two well-known stores in town were Wenger's General Store and Zimmerman and Sons. Opened in 1833, Wenger's was the first store in town. It was later operated by the Eaby family and a hardware store annex was built featuring a hand-operated elevator, which remains to this day. Ultimately, it was owned by a family named Worst, resulting in jokes about "the Worst store in Intercoarse." Today these buildings are the Old Country Store, and the Village Pottery.

Zimmerman's gained fame when Harrison Ford made a phone call from its porch in the movie WITNESS. The present store was built in 1892 after the famous town fire. In the old days, there was lots of trading, with farmers exchanging items like hides, butter, and even soap for store merchandise. April 1st was the yearly date when each party paid the other whatever the balance was in the exchanges of the year. On more than one occasion the store ended up with too much of an item, and sometimes excess soap and rags were sold to the Lancaster County Prison. Over the years, the store had the town's first mechanical refrigeration, radio set, and gasoline pump. Other businesses around town over the years included harness and buggy shops, a hosiery mill, blacksmiths, bakery, furniture, brick kiln, and farm equipment, with Smoker Elevator Company known nationally.

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Since the town never really got to be "too large," it has retained much of its sense of community, from the little public library in a former one-room school to the volunteer fire company. Over the years there have been an Improvement Association, Literary Society, Death Benefit Association, Debating Society, and Merchants Association. Surrounded by farms, the town has grown little and retains much of its former charm, even when thousands of visitors descend upon it during the tourist season.

Religion always played an important part in community life, as could be seen by the various nearby churches --- Episcopal,

German Baptist, Mennonite, United Brethren, Presbyterian, Methodist and Reformed. The Amish, of course, comprise a large percentage of the area's residents, but they worship in each other's homes. Even today, most Intercoarse businesses are closed on Sunday, and one can walk the streets as the Amish carriages go by.

Many residents and visitors enjoy the atmosphere of this small town, a place where family, community, religion, and hard work are still important values. The village of Intercoarse has certainly changed over the years, but it has changed slowly, and "sometimes the things that grow the slowest are the ones that endure the longest." 

There's No Place Quite Like **LITITZ**



Walk downtown Lititz to drop in on many shops, restaurants, breweries and wineries.

There really is no place quite like Lititz, and everyone should plan to spend some time there while in Amish Country.

Lititz Springs Park is a popular spot for locals, and the site for many community activities. Indeed, the town's 4th of July Celebration, begun in 1818, is reputedly the "oldest continuing community-wide observance in the United States." Historians say the springs are what brought Indians to the area. Spearheads have been found nearby, dating back to perhaps 6,000 B.C. A recent local journal states that "Main Street was

traveled by human beings for at least 10,000 years."

When you come to Lititz, you'll want to travel Main Street, too. A good place to begin is The Lititz Museum and Historical Foundation, which can be reached at 717.627.4636. The museum is one of the most tastefully and professionally arranged town museums you are likely to see anywhere. The exhibit rooms will give you background on the town's history, from its founding in 1756. Visitors are usually amazed at the two parquet clocks, made by resident Rudolf S. Carpenter in the early 1900's. The larger of the two consists of over 50,000 pieces of wood!

Admission to the museum includes a tour of the nearby Johannes Mueller House, for a look at life in old Lititz. The house is practically unchanged from its completion in 1792. For visitors interested in the town's historic structures, the Foundation also has an excellent walking tour brochure.

The Lititz story is tied to that of the Moravian faith in Bohemia. It was in the present-day Czech Republic that John Hus and followers founded the Moravian Church in 1457. Historians note that since this was 60 years before Luther's Reformation, the Moravians may lay claim to being the oldest organized Protestant Church. But over the course of the Thirty Years War, its 200,000 members nearly disappeared. In the 18th century, a renewal of the Moravian Church came through the patronage of Count Zinzendorf of Saxony. He invited all those persecuted for their faith to come to his lands in Saxony.

As was the case with other persecuted religious groups in Europe, many Moravians sought freedom by taking the perilous journey to the New World, arriving in the early 1700's, with the main settlements becoming established in Pennsylvania and North Carolina.

Missionary work was integral to the faith, and preachers were sent from the Moravian community in Bethlehem, Pennsylvania. Zinzendorf himself arrived in America in 1742. A local resident, John Klein (Kline), was so moved by hearing Zinzendorf's preaching that he made arrangements to transfer his lands over to the Moravian community in 1755. It was in the following year that the town



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actually got the name of Lititz, the German spelling for Lidice, where European Moravian reformers had taken refuge in 15th century.

In addition to mission work, music and education were important to the Moravians. In fact, the Lititz schoolhouse erected in 1746 marked the beginnings of what was to be Linden Hall, the oldest continuously operating residence school for girls in the United States.

For about a hundred years, Moravian church members were the only people permitted to live in the town. A Brothers' House and Sisters' House were erected for the unmarried men and women, although they did not live communally. It was not until 1855 that non-Moravians were allowed to own their own houses. The Brothers' House played a role in the American Revolution. George Washington ordered it used as a military hospital between 1777-78. Some 1,000 soldiers were nursed here, about half of whom died and were buried nearby.

Two names are linked forever with the history of Lititz—Sturgis and Sutter. It was Julius Sturgis who opened the first commercial pretzel bakery in the New World in Lititz. The year was 1861, and the site at 219 East Main Street is on the National Register of Historic Places.

A tour of the bakery is unlike any other. Inside, you get to try your hand at pretzel twisting. It's not as easy as it looks. Guests also may see the old brick bake ovens, as well as the more modern facilities. The bakery can be reached at 717-626-4354.

John Sutter was born in Switzerland and in 1834, fleeing creditors in Europe, arrived in New York. In time, he headed west and sailed up the Sacramento River to begin a settlement. By 1848, work was being done on a mill when some gold flakes were spotted in the water. Soon Gold Rush fever struck and Sutter's land was overrun. Because of his need to be near Washington, D.C. while seeking reimbursement for his lost lands, the Sutters stayed one summer at the Springs Hotel in Lititz. They decided to settle there, and promptly bought a home and placed their children in school. The hotel is now known as the General Sutter Inn, and the Sutter home built in 1871 is across the street at 19 East Main Street.

It was in a Washington hotel room where Sutter died in 1880, still involved in unsuccessful attempts at redress from the government for his seized lands. Sutter, a Lutheran, was buried in the Moravian cemetery, normally reserved for Moravian church members.

Seven Sweets & Seven Sours

By Brad Igou

In Pennsylvania Dutch folklore, you are supposed to have 7 sweets and 7 sours on the table at every meal except breakfast. The sours are usually several types of pickles. Could be two or three of types of pickled cucumbers, chow-chow, bean salads, pickled watermelon rinds, etc. as well as cucumber salad, cole slaw or that kind of thing.

In reality, these are not served with every meal. Just with those which are appropriate with the type of meat served. If more than one meat, more relishes. Some of these were chow chow, pickles, 3 bean relish, sweet sour red cabbage, red beets, any pickled vegetable, sweet sour carrots, spiced cantelope, watermelon rind, cole slaw, sauerkraut, applesauce... the list goes on. As for desserts, while there may not always be seven, it sometimes seems like it gets pretty close to that!



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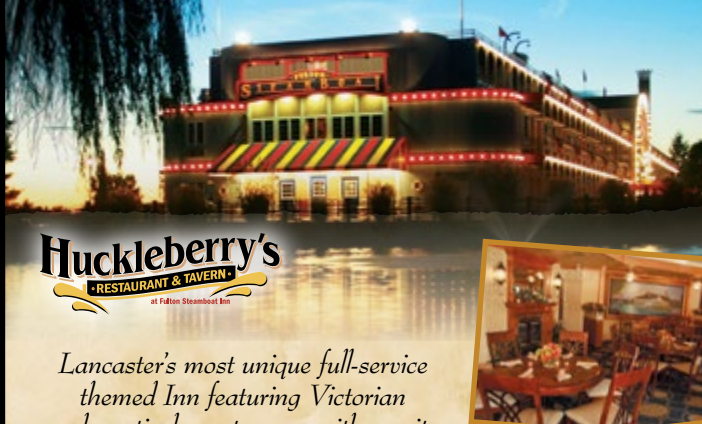

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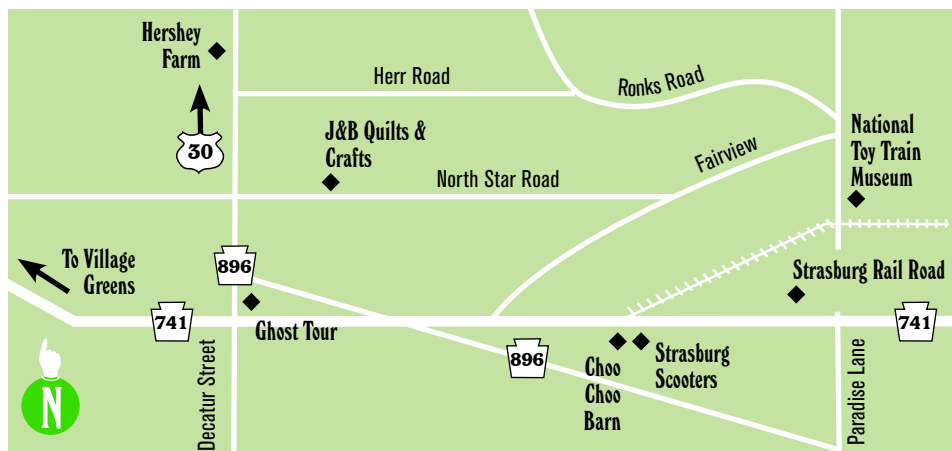
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name just a few — the Strasburg Rail Road, Ghost Tours of Lancaster, National Toy Train Museum, and the Choo Choo Barn. But you



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may not know much about the interesting history of "Train Town."

Strasburg, named for the city in France, was actually "founded" by a Frenchman, Pierre Bezaillon, who traded with the Delaware Indians. The story goes he came to the area in 1693, as French fur traders opened up the first path through this area from Philadelphia to the Susquehanna River.

As early as 1716, when the first wagon was used for hauling goods, the path became known as the Conestoga Road, and the wagons that traveled them eventually became known as Conestoga Wagons. Main Street Strasburg was developed during the next half century as traffic on this road increased considerably and the first log houses appeared in the village about 1733.

Strasburg continued to flourish in the 18th century primarily because of its location along the major wagon routes between Philadelphia, Lancaster, and the Susquehanna River.

As Strasburg flourished, so did its neighbor to the east, Philadelphia. The commercial interests of Philadelphia pressured the State Legislature to improve the transportation network into their city. As a result, a series of canals along with the Philadelphia and Columbia Rail Roads were constructed. Strasburg residents became alarmed at the possibility of losing their commercial position and there soon emerged a charter for the Strasburg Rail Road to construct a rail line connecting Strasburg with the Philadelphia and Columbia Rail Road main line near Paradise. Finally in the 1850's, trains were hauling freight and passengers.

About 100 years later, business had dwindled, and a severe storm in 1957 destroyed much of the track. It seemed the SRR had reached the end of the line. To the

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rescue came a group of local train enthusiasts who began bringing the SRR back to life in a totally new way. They added passenger cars and buildings, and today's Strasburg Rail Road was born, destined to become one of Dutch Country's top attractions.

Appropriately enough, the State decided to build an expanded Rail Road Museum of Pennsylvania across the street, the ideal place to preserve the history of railroading in Pennsylvania. With the other train attractions nearby, it's little wonder that Strasburg has earned the title of Train Town! 🚂



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Bird-in-Hand Cont'd From Page 11

feed mills, coal and lumberyards, was the most important stop on the Lancaster to Coatesville section. "Different contractors each built two miles of track. The first track had no wooden ties, but rather huge stone blocks were laid about 20 feet apart and a wooden beam was laid between them. A piece of light iron track was then spiked to the beam. One could take a stagecoach, change the wheels, and put it on the tracks and pick up passengers." Horses were used to pull the cars. In 1836 a second track was laid and locomotives began pulling the cars. Horses were banned ten years later.

After a large fire in 1896, people discussed the need for a fire company. In the early days, hitting a circular saw alerted the men of a fire. The year 1916 saw the change from horse-drawn to motorized fire equipment. Today the Bird-in-Hand Fire Company remains a volunteer organization, famous for its delicious fund-raiser dinners.



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The town of Bird-in-Hand remained relatively unknown until a musical called *PLAIN & FANCY* opened in New York. "Plain Betsy," a play by Marion Bucher Weaver of Columbia, inspired the Broadway musical. The cast was brought to Bird-in-Hand on January 17, 1955, prior to the official opening. The show *Playbill* noted that "The action takes place in and around Bird-in-Hand, a town in the Amish country of Pennsylvania." The musical opened with a large map of Lancaster County, pinpointing its unusual town names, like Bird-in-Hand and Intercourse. As the show begins, we meet two sophisticated New Yorkers who have come to Lancaster to sell

a farm they have inherited. They are now lost, and in the big opening number ask the locals for directions --- "Where the heck is Bird-in-Hand?"

Today, the town of Bird-in-Hand is still small, said to have a population of only about 300 people. On any given day, there may be more visitors than inhabitants. Many are city folks who have come to enjoy the country atmosphere, history, and shopping. It is said that visitors "can still expect friendly shopkeepers, homegrown Lancaster County foods, and restful lodging for weary travelers." 🚂

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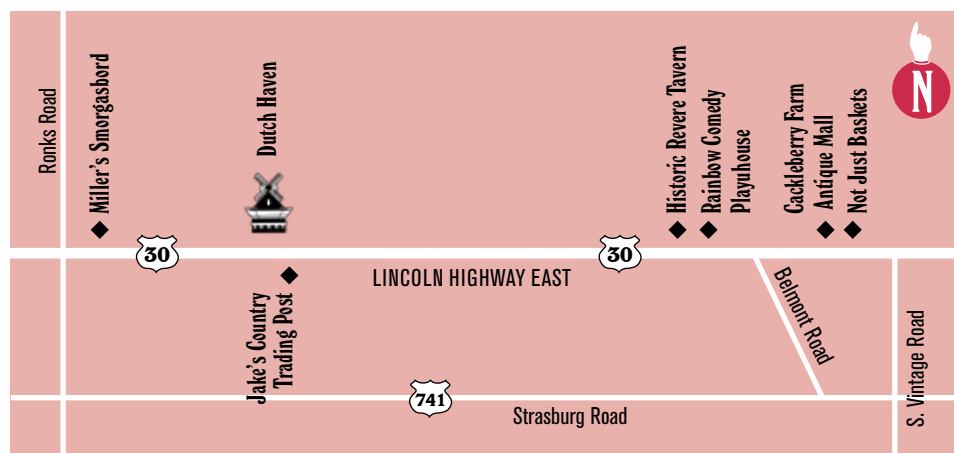
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A Town Called PARADISE



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For over 250 years, visitors coming into Lancaster County from the east have traveled through a small town known as Paradise. Officially, Paradise Township adopted the name during its organization in 1843.

Different sources credit different people with naming the area. Some say that the name Paradise was given by Joshua Scott, who later become known for his map of Lancaster County. Standing in the middle of a road admiring his surroundings one day in 1804,

he remarked that the town should be called Paradise, because its beauty made it "seem like a paradise."

The story of Paradise and its first settlers goes all the way back to Europe, to the area of the Palatinate in Germany. Here many Protestants settled following the declaration of King Louis XIV that all Protestants in France would be persecuted. With fears of invasion by the army of France looming, many of these



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people decided to accept the invitation to settle in William Penn's colony of Penn's Woods in the New World. In 1708, Daniel Fierree (Ferree), along with his family and mother Mary, went to England to obtain citizenship papers before proceeding to New York.

By 1712, these French Huguenot settlers had secured land in Pennsylvania, in Lancaster's Pequea Valley. They were the first white people in the area and lived peaceably with chief Tanawa and the local Indians. Mary Fierree died four years later at the age of 63. Hers became the first grave in the family's cemetery. If you ride the Strasburg Rail Road, the "Road

to Paradise," you will pass her gravesite at Carpenter's Cemetery, one of Lancaster's oldest. (Not surprisingly, some people also credit Mary Ferree with naming Paradise.)

Later on, Joel Ferree, who some say was involved in the development of the Pennsylvania Rifle, gained some fame for his gun shop during the Revolutionary War. Responding to a letter from a committee that included Benjamin Franklin, he decided to enlarge his shop "to promote my Business and to serve my Country in the Common Cause," hoping to double his weekly production of 15 to 20 gun barrels.

It should be noted that David Witmer, Sr. "is credited with the naming of the town of Paradise... Members of his own family criticized him for selecting the name 'Paradise' when he could have used 'Pequea' or 'Tanawa,' in honor of the Native American chief." David was apparently a friend of George Washington, and also a supervisor of a section of the Lancaster-Philadelphia Turnpike.

It was this road that was so important to the development of the village itself. The origins of Route 30, also known as the "Lincoln Highway," go back to Lancaster's colonial days when this frontier county needed a communication route between it and the provincial capital of Philadelphia. At that time, the first "planned" road between Philadelphia and Lancaster was what is now Route 340. It was called the "King's Highway," and today we still call it the "Old Philadelphia Pike."

Construction of the King's Highway began in 1733 and followed, in part, the old Allegheny Native American path. By modern standards, the name "highway" is really a misnomer because the road was only dirt, which became virtually impassable during rain and snow. As time went on, it became evident that the road could not accommodate the increasing traffic between Lancaster and Philadelphia.

A committee was created in 1786 to investigate the possibility of improving inland transportation within the state of Pennsylvania. The conclusion of the committee's work appeared on September 30, 1790, and resulted in the appointment of a commission to survey a route between Lancaster and Philadelphia. Since the cost of such a road was too much for the state to undertake, the company charged with building it was given the power to demand "reasonable" tolls from users. Investors received dividends earned from the tolls collected along the nine gates of the turnpike. (As the toll was paid, the gate or "pike" was turned, hence the term "turnpike.") To prevent travelers from evading tolls, the number of gates was later increased to thirteen.

The 1792 Act described the construction of the highway, which was to be a bed of small crushed stones on top with larger stones underneath, rather than dirt, so as to prevent carriage wheels from cutting into the soil. Such a revolutionary system of road construction combined the ideas recently developed by a Frenchman and two Englishmen, one of whom was named John McAdam. We now take the term for paved roads or "macadam" from his last name. The turnpike officially opened in 1795 and was the first long-distance, hard-surfaced road in the country.

Continued on Page 28




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Originating in the Conestoga Valley of Lancaster County, the Conestoga wagon made an important contribution to the commerce and progress of our young nation. With patriotic red running gear, white canopy, and blue body, the wagon traveled the turnpike and rural roads from the late 1700's to the mid-1800's. The Conestoga wagon drivers often smoked thin, long cigars made from Lancaster County tobacco. These cigars were nicknamed "stogies," a shortened version of Conestoga. Another bit of lore associated with the wagons is why Americans drive their cars on the right side of the road. The lead horse was kept to the left of the Conestoga wagon, and the teamsters walked or rode on the left side. Therefore, the drivers always passed other wagons headed the same direction on the left side.

Of course, taverns and stagecoach shops grew up along the turnpike for the weary travelers (and horses) making the trip. Of these, the Revere Tavern still proudly stands today. Dating back to 1740, the stone building that was the "stage tavern" was called the "Sign of the Spread Eagle." It was one of the better inns along the 62 miles of turnpike, and catered to the more prosperous class of travelers, providing fine liquors and fine foods in generous portions to satisfy the hearty appetites generated by a long day riding a rocking, jolting stagecoach.

Almost a century later, in 1841, the tavern would become the residence of Reverend Edward V. Buchanan and his wife Eliza Foster Buchanan, while the Reverend established and served as the pastor of All Saints Episcopal Church in Paradise.

Eliza, his wife, was the sister of Stephen Foster, whose immortal songs will always be a part of America. Foster not only penned some of his music at the tavern, but sent many of his manuscripts to his sister, a talented musician in her own right, for her approval. There, on the banks of the Pequea Creek, Eliza and Stephen played many of the 200 songs written by Stephen, including "My Olde Kentucky Home," "Way Down Upon the Swanee River" and "Oh, Susanna."

Nowadays, the Historic Revere Tavern remains an excellent place to dine, and continues to offer lodging accommodations, just as it did hundreds of years ago. The tavern can be reached at 717.687.8602. And the backroads around Paradise remain beautiful to this day, as the lush greens of the summer give way to the fall colors of the harvest season. So, during your visit to Lancaster, be sure to spend a little time in Paradise. 🐾

Sightsee Amish Country By Train



Photo Credit: Chris Pollock

Looking for a new way to see the sights in Lancaster County? Check out Strasburg Rail Road, the only destination where you can literally take a Victorian-era, steam-powered train ride right through the heart of Pennsylvania Dutch Country.

Your visit to Strasburg Rail Road begins with a 45-minute train ride through more than 2,500 acres of breathtaking farmland. See Amish homesteads, farm fields, animals, a one-room school house, and beauty as far as the eye can see. Other highlights along the ride include a pass by the oldest cemetery in Lancaster County, hearing the ghost whistle, and a stop at Groff's Grove picnic area where passengers get off to enjoy a picnic lunch trackside.

On board it's easy to get lost in the gentle rocking motion of the cars, the sound of the train whistle, the hiss of the steam engine, and the wheels of the mighty iron horse chugging down the tracks. From the platform, get an up-close view of the workings of the locomotive, as you watch the engineers and firemen prepare the steam engine for her next trip.

Travel how you want – coach, open air, or enjoy a meal inside our air-conditioned dining car. For those who enjoy traveling in high style, the First-Class Parlor or Lounge Cars are the way to go. The beautifully

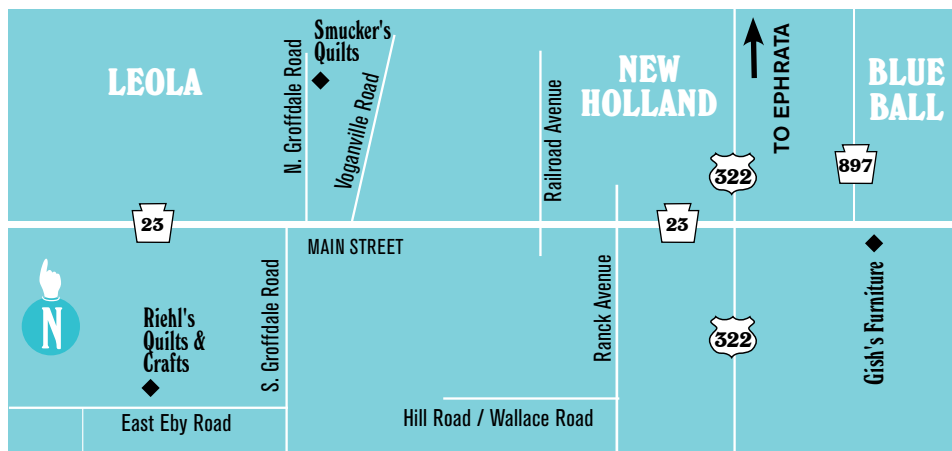
appointed Parlor Car features plush burgundy velvet seats, cane-backed chairs, stained glass, mahogany bar, exquisite woodwork, and delicately painted details. The First-Class Lounge Cars feature similar finery and soft, green velvet upholstered captain's chairs that swivel for a 360-degree view. First-Class passengers can relax with a glass of wine or beer as you travel down the tracks. Other beverages and snacks are also available for purchase.

Known as the nation's oldest short-line railroad, Strasburg Rail Road is also a real working railroad, still hauling freight today. Inside the on-site mechanical shop, skilled hands beautifully restore and renovate antique wooden passenger cars for the railroad and other railroads across the country. Tours of the mechanical shop are offered daily at noon.

During your visit, enjoy the many other added attractions like a ride aboard the Pint-sized Pufferbelly, a real miniature steam train, a hand-powered pump car, and our cranky cars, for young engineers. For those who like to shop, we have that too, as well as our Trackside Café serving everything from sandwiches to ice cream.

This summer find your adventure at Strasburg Rail Road. For more information visit www.Strasburgrailroad.com or call 866.725.9666. 🐾

They Go By The Name of NEW HOLLAND & BLUE BALL



New Holland's European Background

The unstable situation in Europe in the late 1600's spawned and nurtured the pioneer interest in the deep forest lands of Pennsylvania—60 miles inland from Philadelphia. In 1681 William Penn received his 40,000 square-mile land grant to settle King Charles' debt to his father. Being a Quaker, William Penn had experienced religious persecution firsthand, and decided to establish his American colony on the idealistic basis of complete religious freedom.

This entire century had been one of continued misery for the peasants of the Palatinate (western Germany). The Thirty Years War has raged across the area with barbaric ruthlessness. Some towns were burned out two or three separate times during the period. The peasant inhabitants fled to nearby Holland for refuge. And within a decade of the end of that conflict, King Louis XIV of France started a new religious war in the same general area.

The northeastern part of Lancaster County offers many intriguing small towns and attractions. Coming from

Ephrata on Route 322, you will arrive in Blue Ball and the intersection with Route 23. The town got its name from the Blue Ball Hotel, built more than two hundred years ago. In the early 18th century, John Wallace built a small building in Earl Town at the intersection of two Native trails, French Creek Path (now Route 23) and Paxtang (Route 322). He hung a blue ball out front from a post and called it "The Sign of the Blue Ball." Locals soon began calling the town "Blue Ball" after the inn, and in 1833, Earl Town officially became Blue Ball. Continuing west, you will arrive in the town of New Holland.

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These Palatinate peasants were exhausted by war's desolation, and were ripe for a new start. Traveling land agents for William Penn's new colony found willing ears. In addition to complete religious freedom and a peaceful existence, Penn offered cheap land. The stated price was 100 English pounds for 5,000 acres. (At today's rate exchange, this would be less than \$.06 an acre, plus a small annual "quit rent.") By the year 1702, a goodly number of Palatinates had immigrated to Pennsylvania, and Queen Anne, newly reigning in England, was delighted that Penn was colonizing his immense grant without drawing off the population of Britain.

The area now called New Holland was practically covered by virgin forests—sturdy

timber of oak, ash, chestnut, and walnut. By 1728, William Penn, had been dead for 10 years and his American colony, called Pennsylvania and was being administered by a proprietary governor while the sale of land was formalized by patent deeds.

Naming the Town

In 1729 the Proprietary Legislature started to establish inland counties, and the following year Lancaster County was divided into 17 townships. Because the first settler in this general area was at Groffdale, the township was named after him, with the English equivalent of his German name which is Earl. Consequently the settlement was referred to as "Earltown." Michael Diffenderfer named his real estate development New Design in 1750. In 1802 when a post office was established and an official name was necessary, there was no dissension to naming the town New Holland.

The Dutch assistance is thought to have included funds to cover the cost of the refugee German immigrants' ocean voyage. It was no small matter when the alternative was indentured service for a period of years. For adults, indenture frequently meant four to seven years without pay. Minors served until their 21st birthday. But William Penn's Quaker Pennsylvania was a liberation compared to the Europe they fled. Except for the Netherlands, there was no other country that offered complete freedom of religion, assembly and speech to all.

The village founders were German, not Dutch. They were surrounded by English and Welsh Quakers, Episcopalians, a few Swiss-German Mennonites and some Scotch-Irish Presbyterians. The Amish arrived later.

Tribulations of the Settlers

Although these pioneer settlers of found all they had hoped for in peaceful existence and freedom of worship, it should not be thought that this was necessarily a land of "milk and honey." There were many hardships during these early years. Swarms of locusts ravaged the area in 1732. Severe earthquakes were active throughout eastern Pennsylvania in 1737. Two successive seasons of poor crops (1750-51) followed by three years of drought (1752-54). A hailstorm in 1763 dropped hailstones as large as turkey eggs killing many small animals. During the very hard winter of 1780 twenty inches of ice formed on the ponds, and the ears of sheep and cattle had frozen.

Public Roads—Legends vs. Facts

New Holland was laid out as a "street town" in the typical European style of having the villagers live in a central location along both sides of the street, but each having an outlying plot of land to cultivate in addition to his trade as a craftsman. Even today, the main street of New Holland has major "kinks" or bends in it. Unsympathetic visitors claim it looks as if the town were built along a "cow path." If one looks with a discerning eye, the street also follows the high ground. The land on the ridge was the driest and in winter it would be blown clear of much of the snow. These settlers made the obvious facts of nature work for them rather than against them.

Surveying as practiced in the 1700's was not a precise craft. The records show that the Horse Shoe Road was 1 of only 3 public roads in early Lancaster County. (Today it's mostly Route 23.) It was surveyed in 1737 to connect Lancaster with the Coventry Iron works in Chester County. But in 1795, when Earl Township supervisors had it resurveyed, they found the correct location where it passed through New Holland was somewhat to the south of the existing Main Street. Furthermore, through the town itself the roadway was only 33 feet wide instead of the 50 feet supposedly specified. The town citizens appealed to the County Court for relief, which was granted, so the Horse Shoe Road through New Holland was accepted as it existed in fact, and the maps were changed accordingly. Most of Main Street remains only 33 feet wide today.

New Holland is a charming small town similar to many small towns in rural America. The strength of New Holland lies in its people, who "want to be free to work hard, strive for excellence, and have a pride in their rich heritage." 

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Reminders for Visitors to Amish Country

Here are a few tips for fostering good relations between the Amish and visitors.

No pictures, please! Don't ask an Amish person to pose for a picture. If asked, most will politely refuse. It is against the convictions of the Amish to have their pictures taken, except in very special situations.

Hold your horses Driving along area roads, you will no doubt encounter numerous Amish carriages, or "buggies." Don't honk your horn, because the sound may frighten the horse. Instead, wait until it is safe to pass and then give the buggy plenty of room. Be sure not to cut back in the lane too sharply in front of the horse.

No Trespassing Do not trespass onto private Amish property for a "closer look." Amish homes are not museums, and Amish people are not exhibits. Please respect their property and privacy. You can get a good sense of Amish life at many area visitor attractions and on guided tours.

Waving Don't be offended if the Amish don't wave back. With all the people who wave to them, they'd be waving back all day if they did! 

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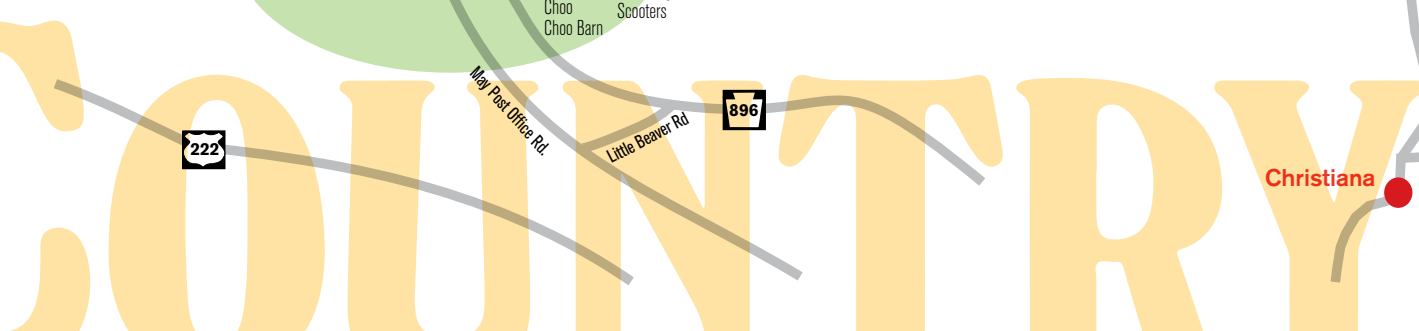
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The Amish Speak...

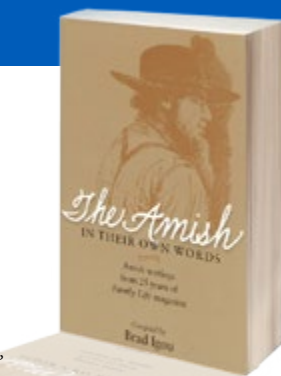
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AMISH COUNTRY NEWS

PO Box 414 • Bird-in-Hand • PA 17505
717.768.8400, EXT. 218
www.AmishNews.com

Published by Dutchland Tours Inc.

Clinton Martin, Editor-in-Chief
clinton@amishnews.com

Kirk Simpson, Graphic Designer

For Advertising Information Contact
Clinton Martin 717.768.8400 EXT. 217

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"Can I Quote You on That?"

by Brad Igou

Over the years I keep coming across interesting Amish quotes that somehow seem to stick with me. Some from Amish friends I have spoken with, some from books or other sources. Many did not warrant an entire essay, but I nonetheless thought they needed to be shared. So indulge me as I offer up some of my favorite Amish quotable quotes, some humorous and some quite serious...

We hold children back too hard and turn them loose too soon.

— commenting on raising children.

I've been accused of having eyes in the back of my head.

— a retired Amish schoolteacher commenting on how often she caught students misbehaving even though she had her backs to the class.

A person's devotion to an idea is not tested until the newness has worn off, until the challenge has lost its initial excitement, and the fun and glamour have failed. Then, when only hard work remains --- the daily tasks, the mundane labor --- that is when a person's commitment to a project is truly tested.

— Quoted in *Family Life* magazine.

As a youngster, I just accepted the horse and buggy. But at age 16, when it was cold and a car went past, I kinda wondered.

— Commenting on growing up.

You must teach children the meaning of "yes" and "no" by the age of one, or you have really missed an opportunity.

— Talking about child-rearing.

We are people, too. We are competitive. We want a "Cadillac buggy." We follow the Stoltzfuses. People keep wanting a bigger and nicer house, and now we want bigger weddings, and we invite unnecessary people. The more modern we become, the more we lose.

— Talking about the saddening pull of the modern world.



Some people say that if the heart is right, it doesn't matter how you dress. But if the heart is right, shouldn't you dress accordingly?"

— Talking about "plain clothing."

Life is cheap for some people because they don't realize the destination of death.

— anonymous

Prosperity.

— A one word answer when I asked what the biggest challenge was facing the Amish today.

People ask "What is love?" Can anyone know what true love is until they've shared tears, joy, and sorrow?

— Commenting on marriage.

We Amish are going to ruin tourism ourselves. If people get into our homes, they'll find we are real people!

— Joking about tourism in Lancaster.

We realize that not everyone is cut out to be one of the plain people. Many have not the opportunity; but here is the challenge:

If you admire our faith -- strengthen yours.

If you admire our sense of commitment -- deepen yours.

If you admire our community spirit -- build your own.

If you admire the simple life -- cut back.

If you admire deep character and enduring values -- live them yourself.

— A writing in *Small Farm Journal*.

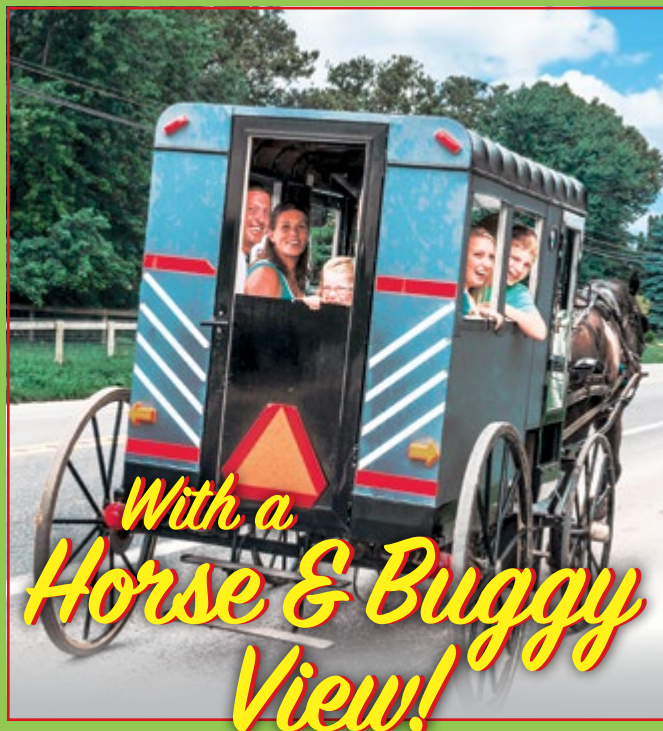
It's not just what or how you use a technology, but what kind of person you become when you use it.

— anonymous.

We're just people.

— advice given to me when I asked what the most important thing was I should tell visitors about the Amish. 

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